

In the Specification:

Page 1, replace the title with following rewritten title:

-- DAMPING MEANS DEVICE FOR RAILS --

Page 1, delete the title "SPECIFICATION"

Page 1, before line 5, the paragraph beginning with "The invention pertains" insert the following titles and paragraph:

-- CROSS-REFERENCE TO RELATED APPLICATIONS

This is a U.S. national stage of application No. PCT/DE03/01140, filed on 7 April 2003. Priority is claimed on that application and on the following application(s): Country: Germany, Application No.: 102 15 255.1, Filed: 7 April 2002.

BACKGROUND OF THE INVENTION

1. Field of the Invention --

Please replace the paragraph beginning on page 1, line 5, with the following rewritten paragraph:

-- The invention ~~pertains~~ relates to a damping ~~means~~ device for damping acoustic vibrations in rails, especially to bodies made of plastic and ferrous materials, and to a rail provided with the damping device ~~means in question~~. --

Please replace the paragraph beginning on page 1, line 8, with the following rewritten paragraph:

-- A rail with a damping means or damping device to damp acoustic vibrations is known from EP 0 150 264. The damping means is attached to the rail in either an elastic or a rigid manner. The damping means consists of a solid body, a plastic layer and a metal plate or of a concrete body or of a combination of all these, where the body is connected to the rail by way of an intermediate layer of material which remains permanently in a free-flowing state, consisting of a liquid, of a pasty or gel-like mass, or of a kneadable solid substance. In addition, the damping means can be held against one or both sides of the web of the rail by means of an elastic element such as a clamping clip. --

Please replace the paragraph beginning on page 2, line 4, with the following rewritten paragraph:

-- The EP 0 150 264 ~~document~~ also cites German Offenlegungsschrift DE 31 47 387 A1, in which it ~~is proposed~~ proposes that similar damping plates, i.e., plastic-coated metal plates, be pressed against the rails by the use of springs. The desired damping effect occurs on the basis of molecular displacement in the plastic, which has the effect of destroying the sound-emitting kinetic energy. Because the two components are connected to each other only at certain discrete points and therefore ineffectively, however, full use cannot be made of this mechanism. --

Please replace the paragraph beginning page 3, line 5, with the following rewritten paragraph:

-- It is also disclosed in the ~~EP document~~ EP 0 150 264 that vibration and sound absorbers which work on the basis of the known absorption principle or on the basis of the known reflection principle can also be used as a damping device means. It is also stated that the damping device means can be attached rigidly to the rail, which means that it is very easy to connect parts of concrete and parts of steel. This is based on a damping means design which consists not only of the metal plate but also of a concrete body, which is cast in liquid form into an appropriately shaped metal shell. Instead of the plastic and the metal plate, a form for concrete can be placed on the rail, and the liquid concrete can then be poured into this form. In these cases, care must be taken to ensure that a permanently free-flowing element, such as a liquid-saturated elastic foam, a water-filled gap, or some other pasty, gel-like, or kneadable substance is provided as the permanently free-flowing mass located between the concrete and/or the plastic-coated metal plate and the rail. --

Page 3, before line 20, the paragraph beginning with "Against this background", insert the following title:

-- SUMMARY OF THE INVENTION --

Please replace the paragraph beginning on page 3, line 20, with the following rewritten paragraph:

~~-- Against this background, the invention is based on the problem of proposing~~
An object of the present invention is to provide an improved solution for a damping device
~~means, especially for filling bodies, for the rails of a railroad. --~~

Please replace the paragraph beginning on page 3, line 22, with the following rewritten paragraph:

~~-- The~~ object of the invention is met by a damping device for rails including a
recess-filling body produced by extrusion or injection molding comprising a thermoplastic
material with metal components finely distributed therein, wherein the specific gravity of the
recess-filling body is $> 2.4\text{g/cm}^3$ ~~problem is solved according to the invention by the features~~
~~of Claims 1 and 6. Elaborations of the invention are covered in the subclaims. --~~

Page 5, before line 23, the paragraph beginning with "On the basis", insert the following title:

-- BRIEF DESCRIPTION OF THE DRAWINGS --

Please replace the paragraph beginning on page 5, line 23, with the following rewritten paragraph:

~~-- On the basis of a schematic diagram, an embodiment of the invention using~~

~~two different fastening methods is illustrated and described below~~ In the drawings:

[[--]] Figure 1 ~~shows~~ is an end view of a rail including a damping device
according to a first embodiment of the invention; and

[[--]] Figure 2 ~~shows~~ is an end view of a rail including a damping device
according to a second embodiment of the invention. --

Page 6, before line 4, the paragraph beginning with "A rail 1", insert the following title and paragraph:

-- **DETAILED DESCRIPTION OF THE PRESENT INVENTION** --

Please replace the paragraph beginning on page 6, line 4, with the following rewritten paragraph:

-- A rail 1, seen in Figs. 1 and 2 ~~here~~ from the end, has a head 2, a web 3, and a base 4. A fishplate recess or rail recess is thus created along the web, between the head and the base. --

Please replace the paragraph beginning on page 6, line 6, with the following rewritten paragraph:

-- Figure 1 shows a damping means in the form of a recess-filling body 5, which fills the recess completely on both sides of the web 3. The recess-filling body is connected by an adhesive layer 6, which is shown here as completely filling the gap between the head 2, web

3, and base 4 and the recess-filling body 5. It is equally possible, however, to provide adhesive, i.e., a gap to accept the adhesive, only on the web or only on the base, because the web and the base are the parts of the rail which radiate the most troublesome vibrations as a result of their small dimensions. Although the finely distributed metal component 5a made of ore is are visible in the illustration of the recess-filling body, the recess-filling body is made in such a way that it feels from the outside as if it were all plastic, even though it is extremely heavy. The metal components 5a, more precisely the hematite and magnetite components, cannot be felt or recognized as such. A rail of this type can be produced in the conventional manner and then provided with a recess-filling body of this type, or the body can be installed right at the factory. The expert can also coat the recess-filling body 5 with another layer of plastic between the adhesive layer and the recess-filling body, if it is desired to adjust the softness of the surface to a different value. This can also be done on the side facing away from the rail in cases where that side is to be in contact with paving material, for example, and additional insulation between the paving and the recess-filling body is to be provided there. This depends on the specific type of environment of the recess-filling body and of the rail. --

Please replace the paragraph beginning on page 7, line 1, with the following rewritten paragraph:

-- Figure 2 shows a recess-filling body 5 arranged in a manner similar to that of Figure 1, but in this case a depression 51 is provided. A metal clamp 7, which holds the recess-filling body 5 in position against the web 3, extends between the two depressions 51.

Ends 8 of the clamp 7 may be bent as shown in Fig. 2 to facilitate engagement in the depressions 51. This design can be used in addition to a layer of adhesive 6 to increase the pressure exerted by the recess-filling body 6 on the web and thus to improve the connection between the recess-filling body and the web 3. Instead of an adhesive layer 6, however, the recess-filling body can also be coated with a plastic layer which fills up the joint otherwise occupied by the adhesive, especially when the rail has considerable rolling tolerances, which slightly increase the quality of the connection by positive engagement. --